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Mr. V. C. VELLINGIRI GOUNDER :—“ With regard to the Salem-Rasipur line the president of the district board has been asked to submit a sound scheme for financing the project. What I submit is, till the final decision as to the size of the gauge in regard to the Salem-Atur line is reached, the Salem-Rasipur line should not be taken into consideration. Will the Government be pleased to postpone it until that question is decided ? ”

The hon. Sir ARTHUR KNAPP :—“ I understand my hon. Friend to suggest that the District Board, Salem, should be asked not to consider further the Salem-Rasipur line until the question of Salem-Atur scheme is settled. My answer is that this is a question which should be raised in the district board. This is not a matter in which the Government can in any way dictate to the district board. ”

Mr. V. C. VELLINGIRI GOUNDER :—“ Since all the preliminary works have been finished with regard to the Salem-Atur line and it has got the approval of the Railway Board, why not the Salem-Rasipuram scheme which has been suggested at a later stage be held over till the question of the Salem-Atur line is decided ? ”

Rao Bahadur T. A. RAMALINGA CHETTIYAR :—“ Will the Government be pleased to expedite the final consideration of the Salem-Atur line so that it may be taken up before the other question is taken up ? ”

The hon. Sir ARTHUR KNAPP :—“ I am afraid the Government have no hand in it. ”

Rao Bahadur T. A. RAMALINGA CHETTIYAR :—“ They can send a reminder to the Railway Board to expedite the matter. ”

Mr. T. ADINARAYANA CHETTIYAR :—“ The Railway Board may be asked to expedite their decision with regard to the line from Salem to Atur for which the survey has been completed and the tract has been decided ; and the only thing that remains is the acquisition of the land. Long long ago, the then Governor of Madras, Sir Arthur Lawley, when he visited Salem in reply to an address said that the line from Salem-Atur should be made a broad gauge line and the line from Salem Junction to Salem Town was made a broad gauge line for that reason. Under these circumstances will the hon. the Home Member be kind enough to request the Railway Board to expedite their decision as regards the gauge of the Salem-Atur line ? ”

The hon. Sir ARTHUR KNAPP :—“ I am afraid we are again degenerating into a debate. My reply is that the Government is anxious to see every possible railway line built in this presidency. The matter is a complicated one. There is much difficulty in getting the district board to finance the scheme which is the root of the matter. Until the district board gives us an assurance that they can finance the line, we cannot go on. ”

*Railway line from Virudunagar to Tenkasi.*

227 Q.—Mr. P. K. S. A. ARUMUGA NADAR : Will the hon. the Home Member be pleased to state—

(a) whether the Government have recommended to the Railway Board the construction of the new railway line to run from Virudunagar to Tenkasi (via Sivakasi) ; and



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(b) if the answer be in the affirmative, whether it is proposed to be constructed jointly by the District Boards of Ramnad and Tinnevely or by a private body?

A.—(a) Yes.

(b) The matter is in the hands of the Railway Board. The District Boards of Tinnevely and Ramnad have declared their inability to construct the line.

Mr. P. K. S. A. ARUMUGA NADAR:—“With regard to (a), may I know at what stage the matter stands?”

The hon. Sir ARTHUR KNAPP:—“It stands exactly as stated in the answer. The Government have recommended it to the Railway Board.”

*Third-class passengers' shed in the Nandyal railway station.*

228 Q.—Mr. K. SARABHA REDDI: Will the hon. the Home Member be pleased to state—

(a) whether the Government are aware that the third-class passengers' shed in the Nandyal railway station is far away from the booking office; and

(b) if so, whether the Government will consider the desirability of providing for one close to the booking office?

A.—(a) The Government have no information.

(b) The matter is not one which is under the control of the Local Government.

*Railway freight on grains.*

229 Q.—Mr. MUHAMMAD MUSA SAIT: Will the hon. the Home Member be pleased to state—

(a) whether the Madras and Southern Mahratta Railway and South Indian Railway (the feeding Railway of Madras) have increased their freight rates on grains;

(b) if so, on what ground;

(c) the percentage of increase as compared with the years of 1911 and 1912?

A.—The Government have no information.

Khan Bahadur KHALIF-UL-LAH SAHIB:—“Will the Government be pleased to call for the information?”

The hon. Sir ARTHUR KNAPP:—“I am afraid I cannot undertake to do that. It has been pointed out on more than one occasion that the local Government have no control over the Railways. The Railways are under the Government of India and any question connected with the management of railways ought to be addressed to the Government of India in the Legislative Assembly or the other House.”

*Transport of grain.*

230 Q.—Mr. MUHAMMAD MUSA SAIT: Will the hon. the Home Member be pleased to state the volume of traffic in grain carried to and from Madras,